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號九廿月六年一零百九千一英

HONGKONG, SATURDAY, JUNE 29, 1901.

日四十月五年丑辛

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BY an Englishman, an AIRY FURNISHED BEDROOM, with Bath, and a quiet European House. State Terms, which must be Moderate. Apply to 'COWELL', Care of 'CHINA MAIL' Office. Hongkong, June 18, 1901. 1281

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A Qualified CLERK, accustomed to Translating in Chinese; Good to be paid to competent work. Apply to 'Y. Z.', Care of KELLY & WALSH, LTD. Hongkong, June 21, 1901. 1320

WANTED.

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WANTED.

A OCEAN QUARTER-MASTER, and the Coxswain of the JELLY BOATS. Must be strictly accustomed to work with Chinese. Letter only, with testimonials, to SECRETARY, STAR FERRY COMPANY, LTD. 5, June 25, 1901. 1323

NOTICE.

W the undersigned, have this day been Appointed Agents by Messrs T. M. SIE, KINE & CO., of Portland, Ore., for the Sale of WEINHARD'S BRANDS OF AMERICAN BEER in Hongkong, DOULTON & POLLOCK. Hongkong, April 16, 1901. 843

NOTICE.

NOTICE is hereby given that Mr. CHEUNG YU TAO has been Authorized to receive any sum of money payable to him by my Temporary Absence. C. W. BISMARCK, of Bismarck & Co., June 27, 1901. 1313

LAUNCH FOR SALE.

A VERY Strongly Built and Well Equipped LAUNCH. All Tools, 58 ft. long, 10 ft. 6 in. beam, 6 ft. deep. Surface Condensing Engines. Cylinders, 24 and 16 in. Stroke, 10 inches. Boiler, 5 ft. by 6 ft. Steam Pressure, 125 lbs. 8 and 12 miles per hour. Very suitable for use in Fourteen Days. Very suitable for use in Fourteen Days. Very suitable for use in Fourteen Days. Apply, H. F. CARMICHAEL, Queen's Buildings, Hongkong, June 27, 1901. 1342

KENTISH ANNUAL DINNER.

MEN of Kent and Kentish Men desiring to take part in the above, please send Names and addresses to R. J. H. BENTLEY, Hon. Secretary, Care of 'CHINA MAIL' Office. Hongkong, June 27, 1901. 1340

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A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT. NEWLY-FURNISHED ROOMS. TWO ELEVATORS. NEW REFRIGERATING PLANT. BEST QUALITY LIQUORS & PROVISIONS.

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A HOUSE in RIFON TERRACE, HOUSES at LEIGHTON HILL, FAIRVIEW, Kowloon. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, June 28, 1901. 1331

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TO LET.

POSSESSION April 1st. 1. STEWART TERRACE. Apply to J. W. NOBLE. Hongkong, March 6, 1901. 510

TO LET.

DURBAR HOUSE, known as Officers' Mess, from 1st October. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, June 28, 1901. 1312

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SPECIALLY SUITABLE FOR SMALL

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W. POWELL & CO.,

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Hongkong, April 27, 1901. 1017

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THE LEADING BEER ON THE MARKET.

HAS REACHED ITS PRESENT STATE OF POPULARITY

OWING ENTIRELY TO ITS HIGH STANDARD

OF EXCELLENCE. IT IS ALWAYS BRIGHT

AND SPARKLING AND ABSOLUTELY FREE FROM

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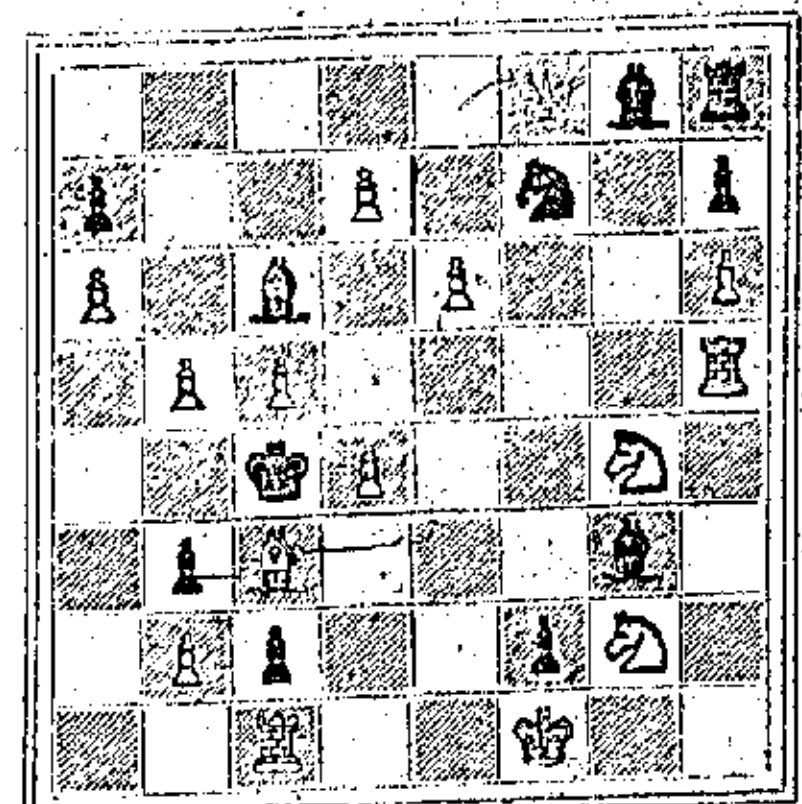
15, Queen's Road.

Hongkong, June 27, 1901. 827

CHESSE COLUMN.

CONDUCTED BY 'BLACK BISHOP'.
For Communications should be addressed
'CHESSE', CHINA MAIL OFFICE.
Original Problems should be accompanied
by Solution and Analysis.
The Hongkong Chess Club meets every
Monday, Wednesday and Thursday, from
seven till half-past seven p.m., at the Public
Library, 18, Bank Buildings.

Problem No. 23 by R.K.T. (Hongkong).
Black (10 pieces).



White (16 pieces).
White to play and mate in three moves.

Solution to Problem No. 22.
1 B-Kt6 K-Q4
2 QxP on K3 ch KxQ
3 B-mates
1 P-B5
2 QxP on K6 ch KxQ
3 B-mates
1 K-QB5
2 QxP on K3 ch K-moves
3 B-mates
And other variations.
Correct solution from C.R.T.

R.K.T.—You will see I use your
problem, for which many thanks. My oversight
must have been due to exhaustion.

The following next two-mover is sent to
me by R.K.T. I have seen it before, but
it may be new to some of my readers, and
will afford them some amusement —
White (4 pieces) — K at Q4, Q at Q5,
Rooks at Q4 and Q5, and R at Q4.
Black (4 pieces) — K at Q4, R at Q4,
at Q4 and Q5, and R at Q4.
White to play and mate in two moves.

This week, I publish an original problem
from a local composer. My contributor
not himself the task of attaining all the
White pieces, and solvers, I am sure, will
appreciate the rich variety of play his
problem affords.

The following maxima for tyros are taken
from the *British Chess Magazine*, and some
of them should be assimilated by those who
consider themselves masters of the game —
A King and two Knights cannot mate a
solitary King.

King, Bishop, and Rook's Pawn cannot
win against King alone if that King can
first reach the Queen's square, and if that
square be not commanded by the Bishop.

To prevent 22 P to K4 R to K3.
(2) 29 K to B5; 30 B to K3 ch; 31 R to K3; 32 R to K3; 33 R to K3; 34 R to K3; 35 R to K3; 36 R to K3; 37 R to K3; 38 R to K3; 39 R to K3; 40 R to K3.

Remember that two Rooks doubled have
more than double the strength of one.
Remember that if a Rook be on the
seventh rank its value is increased, perhaps,
by half a Pawn.

If in doubt as to which Rook to move to
King's square, the King's Rook is generally
the right one. If, however, the King's
Bishop's Pawn is to be pushed forward, the
King's Rook is best on King's Bishop's
square.

In end-game positions with Rooks and
Pawns only, entertain no problems except
those that promise the formation of a mating
net with the assistance of the King.
Try instead to get at the back of adverse
Pawns. A Rook there is like a terror
among rats.

Avoid the common error of sending the
Queen out into the battle too early. She
should be kept in most openings, foremost
in all events, in rear of the fighting
line. Be chary about despatching her on
distant expeditions for the capture of
Pawns. Remember that Pawn-grabbing is a
fault, and that when a Pawn is left un-
guarded by a good player it is either as a
bait, or from stress in some direction, or
else as an oversight. Hence the capture of
an unguarded Pawn should never be made
without the fullest consideration. At the
same time, the winning of a Pawn is
always good play, provided, that thereby
the capturer's position is not too much
damaged.

In the *Moderne Deutsche Zeitung*, Dr.
Falk expresses a strong aversion to the sys-
tems of dealing with draws that were adopted
at the Paris and Monte Carlo tournaments.
He says: — "To me, if I may speak with
perfect candour, the new methods do not
commend themselves. The horror of
draws is something marvellous. As if, in-
stead, every game of chess must end in a
win and a loss. As if the fight itself were
not the finest thing in the play. As if
never a drawn game had been contested
that was not more beautiful than other
games which have had definite results.
Think of the magnificent struggle at Pa-
ris between Mieses and Pillsbury. It was un-
decided, and yet it is one of the brightest
jewels in Chess's crown. Nevertheless
Mieses was doomed to play a second game
with Pillsbury; and, moreover, Mieses lost
that second game. There is an injustice in-
herent in the system of playing games a
second time. It constrains each of the
players concerned to lavish his intellectual
capacity twice on the same contest; and
this, while more fortunate comrades who
may, perchance, have won their games be-
cause of the errors of their opponents, are
free to husband their strength for new
encounters."

The following is a specimen of "I Gave
bitte Grande," an ancient opening now
known as the "Kieseritzky." It is well
adapted to the requirements of the simu-
laneous exhibitor. No fewer than 15 pe-
cimens (10 per cent of the whole) are given
in Mr Blackburne's collection of blindfold
games. The subjected example was played

in the fourth Russian Tourney by cor-
respondence between B. V. Steinitz (White)
and A. A. Donatky (Black): —

White
1 P-K4
2 P-KB4
3 Kt-KB3
4 P-KR4
5 Kt-K5
6 B-B4
7 P-Q4
8 Kt-Q3
9 PxP
10 B-K3
11 Kt-Q2
12 QxP
13 Q-B4
14 Kt-KB3
15 QR-KBsq
16 P-K5
17 BxPch
18 PxP
19 Q-K4
20 Kt-K5ch
21 P-Kt
22 Kt-B
23 RxP
24 QxP
25 K-Bsq
26 Kt-Rch
27 Q-B7ch
And Black resigned.

The following is from the late R. Char-
noski's earlier games, taken from his MS.
collected by Correspondence in 1893.

White
1 P-K4
2 P-Q4
3 Kt-QB3
4 B-K5
5 P-K5
6 B-B
7 Q-Q2 (a)
8 Kt-Qsq (b)
9 P-Q4
10 Kt-B3
11 Kt-B3
12 PxP
13 BxP
14 P-R
15 Kt-Q2 (c)
16 Castles
17 Q-K3
18 Kt-Q3
19 QxQ
20 Kt-Bsq (d)
21 B-B
22 K-B2
23 B-B2
24 R-Q6
25 R-Q8
26 R-K8
27 R-B8
28 R-B8
29 R-B8
30 R-B8
Black
1 P-K4
2 P-Q4
3 Kt-QB3
4 B-K5
5 P-K5
6 B-B
7 Q-Q2 (a)
8 Kt-Qsq (b)
9 P-Q4
10 Kt-B3
11 Kt-B3
12 PxP
13 BxP
14 P-R
15 Kt-Q2 (c)
16 Castles
17 Q-K3
18 Kt-Q3
19 QxQ
20 Kt-Bsq (d)
21 B-B
22 K-B2
23 B-B2
24 R-Q6
25 R-Q8
26 R-K8
27 R-B8
28 R-B8
29 R-B8
30 R-B8

(a) 7. Kt to K5 has of late superseded
this old variation.
(b) 8. Q to K2 does not alter the
character of the play, and is therefore pre-
ferable, as it prevents the subsequent sacri-
fice illustrated in this game.

(c) Better than 11... P to B4. The latter
move was favored by Steinitz.

(d) Quite sound. Black gets a com-
pensating number of Pawns, and an attack
which requires great care on the part of
White.

(e) Best under the circumstances.
(f) 19. P to Q4 looks tempting, but
turns out in favour of White. The text
move is the best.

(g) Now White recovers and saves the
game. If he gave Black time for P to K4,
the two passed Pawns would become dan-
gerous.

(h) To prevent 22 P to K4 R to K3.
(i) 29. Kt to B5; 30 B to K3 ch; 31 R to K3; 32 R to K3; 33 R to K3; 34 R to K3; 35 R to K3; 36 R to K3; 37 R to K3; 38 R to K3; 39 R to K3; 40 R to K3.

(j) The advantage of the new invention as
set forth by an engineer and his compe-
tence in the matter is that it is a new
art of electrical propulsion and navigation
which would result. Electric tugboats, electric
ships, and numerous improvements in the
perfection of the cheapening of electrical
accommodations not in use are predicted.

Among the latter is the possibility of a
new electric street car, the doing away with
the present trolley system, and the substitu-
tion of a car supplied with power by storage
battery. Likewise, owing to the durability
and low cost of the batteries and the
facility of their mechanism, it is
predicted that electric light will be
cheapened and that electric power is time
may supersede that of steam in many
factories now dependent upon the steam
boiler.

The *Electric Review*, in commenting
editorially in its article on the new inven-
tion in the next issue, will say —
"Mr. Edison has given the world what
promises to be another epoch-making
invention. Mr. Edison has produced a
new method of producing light in the electrical
field since incandescent lighting was evolved
from the busy brain of the same pioneer of
industry. It is hard to foresee all the
benefits of this improvement. But we
may look a little way and see the noise-
less city, the suppression of the noise,
and the automobile a factor of economic
importance in general transportation.
The perfect history means the solution
of many difficult traction problems, the
betterment of electric lighting, and the
foundation of the new art of electric na-
vigation. Electric tugboats will give new
life to our canals, and with electric fer-
ries, boats will revolutionize our harbours.
Electric torpedo boats of swiftness and
safety will make present naval armaments
of doubtful protection."

"The invention gives electricity a new
foothold in the career of industrial conquest."

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COUGH REMEDY
Has become famous for its cures of
COUGH
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WHOPPING COUGH
INFLUENZA
Try it when in need.
Price, 60 cts and \$1.00.
For sale by All Dealers. WATSON & Co.,
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Leadenhall Street, W. M. White, 151,
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180, Fleet Street, O. MITCHELL & Co.,
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SINGAPORE, STRAITS, &c. — KELLY &
WALSH, Ltd., Singapore.
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SON & Co., Manila.
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The family of the man
who neglects or delays
taking out adequate life
insurance is very likely,
sooner or later, to have
occasion to regret such
negligence.
The remedy is apparent.
No better policies,
No better company than
THE EQUITABLE SOCIETY.
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COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at
Current Rates.
HOTZ, JACOB & Co.,
Hongkong, March 31, 1900. 738

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(Incorporated in the Kingdom of Queen Anne
A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
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kong, are prepared to issue Policies against
FIRE on the usual terms.
HARRY WICKING & Co.,
Sole Agents.
1142

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FIRE INSURANCE COMPANY, Ltd.

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference
to the Head Office.
A. R. MARTY,
Agents.
Hongkong, August 1, 1900. 1653

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899,
£14,495,689.
Authorized Capital, £25,000,000 0 0
Subscribed Capital, £2,750,000 0 0
Paid-up Capital, £2,087,500 0 0
Fund Fund, £2,751,183 13 7

HAVING been appointed AGENTS of the
above Company we are prepared to
accept European and Chinese RISKS at
Current Rates.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, June 22, 1900. 1537

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
position of SUPERINTENDENT
OF PUBLIC WORKS & GOVERN-
MENT SURVEYOR. Applications and
copies of testimonials to be sent to the
undersigned, from whom terms may be
learned. Appointment to be taken up as
soon as possible.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, January 25, 1901. 139

ASTHMA CURE
GRIMAUD'S INDIAN CIGARETTES

Recommended by Medical Authorities
in Europe, Asia and America for the
immediate relief of Asthma and
Bronchitis, Laryngitis and Irritation
of the throat passages.
Grimaud's Cigarettes cause the
feeling of tightness across the chest,
and gives a general feeling of repose
and comfort, so that you need not neglect
your business or sleep at night gazing
for breath for fear of suffocation.
Directions for use enclosed with each box.

BETTER THAN COPAIBA
MATICO

Renowned Physicians prescribe
Grimaud's Matico as the most active and
at the same time, the most innocuous
remedy in the treatment of Acute and
Chronic Discharges, the Caput, the
Capitula, do not cause eruptions on
the skin or produce nausea.
MATICO INJECTION is used in recent
MATICO CAPSULES in chronic cases.
For Sale by A. S. Watson & Co., Chemist,
General Agents.

Intimations.

MUSIC LESSONS.

M. L. A. GRACA receives Pupils
for the VIOLIN, MANDOLINE
and PORTUGUESE GUITARRA.
For Terms, Etc.,
Apply to
ROBINSON PIANO CO., Ltd.
Hongkong, November 8, 1900. 2263

COMPAGNIE DES MESSAGERIES
MARITIMES.

DURING my Temporary Absence from
the Colony, Mr P. de CHAMP-
MORIN, will assume the CHARGE of
the above Company's Agency at this Port.
G. de CHAMPEAUX,
Agent.
Hongkong, June 28, 1901. 1944

FOR SALE.

JOHN GRAHAM'S Choice 'FIVE
CROWN' PORT. Well-known to
connoisseurs in the East.
G. C. ANDERSON,
20, Des Vaux Road.
Hongkong, June 14, 1901. 1251

NOTICE.

TENDERS are hereby called for the
erection of BRICK SHOPS at
JESSELTON for the NORTH BORNEO
Government, particulars of which may be
seen at the Office of Messrs GIBB, LAY-
SON & Co., Agents.
Hongkong, February 13, 1901. 349

THE MUTUAL STORES,
WINE AND SPIRIT MERCHANTS.

8 and 10 D'ARVILLE STREET.
SOLE AGENTS FOR
O'BRIEN'S 'DAGGER' BRAND,
GENUINE GUINNESS STOUT,
BOTTLED AT DUBLIN.
PINTS \$2.50 per Dozen.
QUARTS \$3.50 per Dozen.
Hongkong, January 10, 1901. 1709

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THE MITSUI BUSSAN KAISHA
(Or MITSUI & CO.)

HEAD OFFICE: 43, SARATOGA-CHO, TOKYO.
LONDON OFFICE: 34, LIME STREET, E.C.
HONGKONG OFFICE: 5, ICE HOUSE STREET.
BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chiochi, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Kobe, Shimomaki, Moji, Wakamatsu, Kanatu, Nagasaki,
Kuchino, Suiko, Milke, Hakodate, Taipei, &c.

SINGING, PIANO, MANDO.
LINE, BANJO, &c.

SIGNOR CATTANEO
has RESUMED TUITION.
TERMS, \$10 per Month.
(Two Lessons per Week).
Care of Robinson Piano Co.
Hongkong, April 12, 1901. 844

B. J. BARLOW,
CONSULTING ENGINEER, SUR-
VEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for
any Class of Engineering Work.
Marine Work a Speciality: Designs pre-
pared for Small Coast Steamers, Light
Draught Vessels, Dredgers, Tugs, Boats,
Launches and Barges of any Class or for
Special requirements. New and Repair
Work supervised. Contractor for the
Supply and erection of any Type of
Machinery.
Telegrams: 'BARLOW' Hongkong
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P. O. Box No. 40.
B. J. BARLOW,
Office 9, Queen's Road Central
Hongkong, June 11, 1901. 1232

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.
\$6 per Annum delivered in Hongkong
\$12.50 to all other Ports.
5, WILKINSON STREET, HONGKONG.
Orders booked by Manager, CHINA MAIL.

SHEWAN, TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
ARABIA.
Captain WILLIAMS, will be despatched
for the above Port on the 11th July.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, June 13, 1901. 1940

PORTLAND AND ASIATIC STEAM-
SHIP CO.

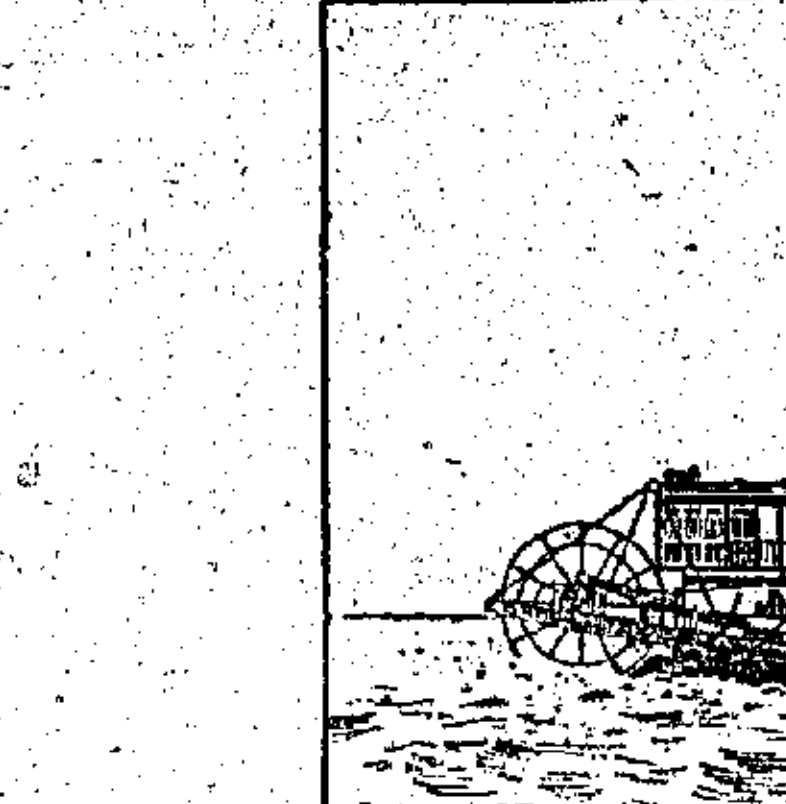
Agents for and in connection with THE
CHINESE RAILROAD AND NAVIGATION CO.,
operating the New Fast-class Steamships
INDRAVILLI, INDAPURA, KNIGHT
COMPANY between HONGKONG and
PORTLAND (OR), calling at SHANG-
HAI, NAGASAKI, MOJI, KOBE and
YOKOHAMA.
THE Steamship
INDAPURA
will be despatched for PORTLAND (OR),
on or about the 6th July, 1901.
Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.
For through rates of Freight and further
information communicate with or apply to
ALLAN CAMERON,
General Agent.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, June 21, 1901. 1549

GLEN LINE OF STEAMERS
FOR LONDON AND ANTWERP.

THE Company's Steamship
Captain J. REZEVY, will be despatched
for the above Ports on the 11th July.
For Freight or Passage, apply to
McGREGOR, BROS. & CO.,
Agents.
Hongkong, June 15, 1901. 1274

Intimations.

YARROW'S SHALLOW DRAFT STEAMERS.

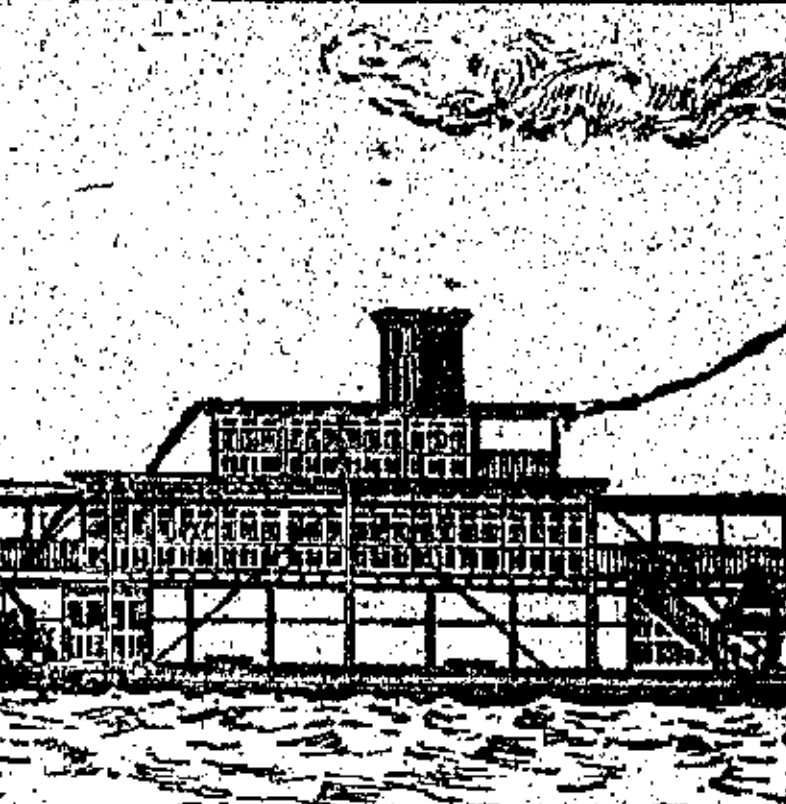


STEAMSHIP STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under
many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for
all parts of the world.
Vessels on this system are constructed when required, to draw as little as 10 inches.
The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs.
Yarrow & Co., Ltd.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
ROPLAR, LONDON.

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For particulars apply to
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CROSSE & BLACKWELL'S
By Special Warrant
Purveyors to
The Queen and
Empress of India.
CELEBRATED OILMAN'S STORES.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCENES AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

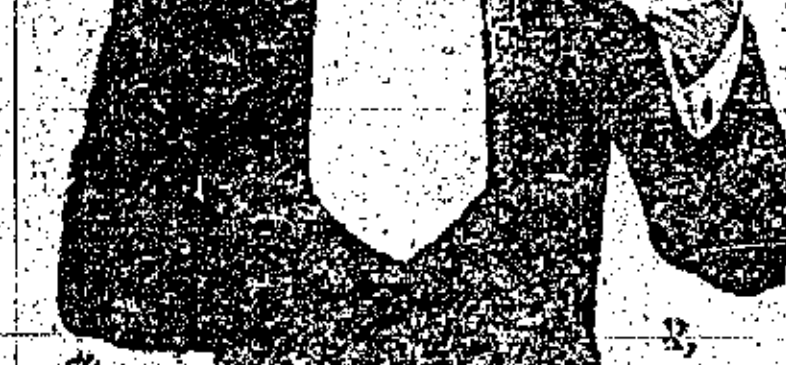
"HARLENE" FOR THE
THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DRACATLY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.
EDWARDS' HARLENE CO., 96 & 98, HIGH HOLBORN, LONDON, ENG.

Full description and directions for use in 20
languages supplied with every bottle.
In 2s. 6d. and (3 times 2s. 6d. size) 4s. 6d. per
Bottle, from Druggists, etc., all over the world.

RAINIER BEER

is the Best Light Beer that has ever
been brewed into the Colony.
Its use will be found most invigorating
at all times.
PRICE:
Per Case 6 dozen Pints, \$13.50.
Per Case 4 dozen Quarts, \$13.50.

SOLE IMPORTERS,
A. S. WATSON & Co.,
Limited,
WINE & SPIRIT MERCHANTS, &c.,
HONGKONG DISPENSARY.



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Natural Toilet Preparations.
Toilet 'Anoline' is a valuable dressing,
which keeps the skin soft and healthy, and
prevents the growth of the hair.
'Anoline' Toilet Soap
New formula, cleanses and keeps the skin soft.
Wholesale Depot: 64, HOLBORN VIADUCT, LONDON.

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.
Penguin Series, 1901. Pigeon Series, 1901.
Bibliophile's Bazar (Parts 1, 2 and 3).
Ready, 45 cents each.
Pictures of the Year, 1901 7s.
Works by Zola \$2.25
35 Cents Each.
The Young Poets, by Ballantine.
The Poets' Treasury, by Steele.
The White Company, by G. H. D. Sayers.
Sells and Sells, by Hawley Smart.

"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by Larnard and Burtin, Ltd., London, England.

Telephone No. 155.



WHISKIES.

IRISH.

Dunville's V.R. ... 12.00

SCOTCH.

F. O. S., Very old liqueur ... 15.00
 Club ... 12.00
 Special Selected ... 11.00
 Choice Old Highland ... 8.00
 Glenlivet ... 7.00
 Highland Malt, Sole Agents for ... 16.00
 D. G. L., The Distillers ... 13.00
 Highland Club, Co., Ltd. ... 10.00
 Dewar's White Label ... 18.00
 Do. Extra Special ... 14.00
 Do. Special ... 12.00
 P. D. C. ... 13.00
 Teacher's Highland Cream ... 9.00
 D. G. L., Dimple bottles ... 12.00
 Peak Blend, Dimple bottles ... 8.00

AMERICAN.

Fine Old Bourbon ... \$18.00
 Canadian Rye ... 16.00
 M.B. - We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR MONDAY.

Miscellaneous.
 Goods per *Henderson* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, July 3:-
 Good per *Malacca* not cleared at 4 p.m. subject to rent.
 Goods per *Silvia* undelivered after this date subject to rent.

FRIDAY, July 5:-
 Goods per *Bendall* undelivered after this date subject to rent.

SATURDAY, July 6:-
 12.15 p.m. - Meeting of Shareholders of the Hongkong Electric Co., Ltd., at the Company's Office, No. 4, Queen's Buildings.

Exchange.

Hongkong, June 29, 1901.

On London ... 1/11 1/2
 Bank, Wire ... 1/11 1/2
 On Demand ... 1/11 1/2
 30 days sight ... 1/11 1/2
 4 months sight ... 1/11 1/2
 On Paris ... 2/40
 On Demand ... 2/40
 On Berlin - Demand ... 1/9 1/2
 On New York ... 47 1/2
 On Demand ... 47 1/2
 On Bombay ... 147
 On Demand ... 147 1/2
 On Calcutta ... 147
 On Demand ... 147 1/2
 On Singapore ... 1/4 pm.
 On Demand ... 2 1/2 pm.
 On Shanghai ... 72 1/2
 On Yokohama ... 72 1/2
 On Demand ... 5 1/2 pm.
 Gold Leaf, 100 fine (per oz.) ... \$32.50
 Sovereign (Bank's buying rate) ... \$10.15
 Silver (per oz.) ... \$27 1/2



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A - THORNES BLEND ... \$10.80

B - GLENROTHY, MELLOW BLEND, a fine 'Scotch' Whisky of great age ... \$10.80

C - ABELOUR GLENLIVET ... \$12.00

D - H.K.D. BLEND of the Finest Old Malt Scotch Whiskies \$14.40

E - WATSON'S SPECIALITY VERY OLD LIQUEUR

SCOTCH WHISKY ... \$15.00

of superb quality and great age - pronounced by all connoisseurs to be the BEST BRAND in the FAR EAST

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

DEATH.

On Friday, 28th June, at noon, at the Government Civil Hospital, General Smeaton, aged 53, late 2nd Officer of *Nord*. Lloyd's steamer *Phos Chua Chon Kiao*.

The publication of this issue commenced at 4.55 p.m.

The China Mail.

HONGKONG, SATURDAY, JUNE 29, 1901.

Editorial Comment.

SANITATION. The remarks of the Hon. F. H. May at the Sanitary Board meeting on Thursday last, with regard to the restriction of the height of buildings in the Colony, have an old familiar ring. We seem to hear the echo of old days, when Mr. May's outspoken utterances were received with general approbation - except from the property owners and their satellites. Now that he has again returned to this question of sanitary dwellings, we hope the Captain Superintendent of Police will strive strenuously, in the Sanitary Board and in the Legislative Council, for the principles he has laid down in the interests of public health. We are convinced that if the Government had adopted a liberal and comprehensive scheme in 1894, instead of yielding to the importunities of the property owners and tinkering with the whole question, Hongkong would not have suffered so severely from these recurring plague epidemics. We do not say the disease would have been eradicated. But we do maintain that the conditions for the propagation and spread of the disease would have been less favourable, the epidemics, had they occurred, would have been less severe, and the commercial interests would not have been sacrificed to the interests of the property owners. Mr. May's remarks on Thursday were characterised by the utmost fairness. Nobody has a desire to deprive the property owners of what is justly and equitably their rights; but if those individuals selfishly sacrifice the welfare of the Colony and endanger its commercial and maritime interests permanently, besides making the Colony pay a yearly toll in the shape of human lives that might well be saved, then, in the name of all that is fair and just and reasonable, what consideration do the property owners deserve? Self-preservation is a law of nature. If anybody is to suffer in our efforts to get rid of plague let it be the men who build insanitary houses, and then rack-rent their tenants. In this Colony, the landlord bears few, if any, of the burdens imposed by the Government. It may happen that for a time the burden of the improvements will fall on the tenants - as it does at present; but that must be endured unless the Government will follow the example of Bombay and other places, form a Trust, and build houses to accommodate the poorer classes at a fair rental. We know that the Government refused to sanction or adopt the Sanitary Board's proposal for a Trust; but that is no reason why the scheme should not be again put forward if it is considered, by those best competent to judge, the best means of coping immediately with the difficulty. In this connection, we would quote the following paragraph from the letter of the Calcutta correspondent of a Rangoon contemporary:

"The difficulty of housing the poorer classes has long been under consideration by the City Fathers, but while they have been wasting time in an academic discussion of the subject, two private native gentlemen have set themselves to practically solve the difficulty by offering to build a model tenement on their own land and at their own cost. This dwelling is to be built on the lines of the houses adopted by the Bombay Improvement Trust. It will be three-storied, and will contain about sixty rooms with the most up-to-date arrangements for light, ventilation and sanitation, and will be constructed at a cost of Rs. 40,000. House accommodation for the poorer classes is a matter in which the Corporation and the Government are especially interested, but it has been left to the public spirit of two generous native gentlemen to take the initiative in the matter. If the experiment turns out a success from a financial point of view, there is no doubt that other owners of lands will follow this lead, and the poorer classes will be provided with clean and sanitary dwellings. The Corporation have allotted two lakhs of rupees for this purpose."

The Government has now an opportunity of achieving a sanitary regeneration of Hongkong. It has 'the irresistible logic' of successive epidemics to support it in an appeal to the Colonial Office to be allowed to do something! It has the public Press - not much, perhaps, but still the public Press of the Colony - unanimously urging the Government to undertake its duty to the public! It has an almost unanimous public opinion supporting the officials responsible for the public health of the Colony in the advocacy of remedial measures. The only likely dissenters are the property owners - many of whom are absentees, who can give no help or hindrance, of residents in the Colony. Never was a Government more favourably situated to enter upon a comprehensive scheme of sanitary reform, and it will be a lasting disgrace to the present Government and its responsible advisers if they allow this opportunity to pass without taking action to protect the public health and to prevent a recurrence of epidemic diseases inimical to the interests of the port and Colony of Hongkong. The Naval and

Military authorities should be vitally interested in this question. Are they making representations to the Admiralty and the War Office respecting the dangers their troops are open to by living in a sub-tropical Colony where hygienic and sanitary principles are consistently contravened with impunity by Oriental property-owners? Will they back up Mr. May and Mr. Osborn in their crusade against insanitary dwellings?

LOCAL AND GENERAL.

Notes by the Way.

The King is said to be an enthusiastic and successful player of 'bridge.' Must make up the shortcomings of his income somehow.

New golf links have been opened at Manila. Judge Taft, the honorary president of the Golf Club, opened the play with Mr. W. A. Oran, of the Hongkong Bank.

Yesterday was the anniversary of Queen Victoria's coronation day, and a telegram was received at the Naval Yard to regard it as a holiday. The telegram came too late, however, so the Yard employees are enjoying a much-needed holiday today.

When Sir Alfred Milner chooses as his title 'Lord Milner of Cape Town,' the romance of nobility seems to be rapidly on the wane. Presently we shall have some new-made member of the Upper House calling himself 'Lord Scruggs of Smith Street.'

We commend the following paragraph to Hongkong gold-mine speculators - Certain Americans are arranging to put \$15,000,000 in a Peruvian mining enterprise. If there isn't gold in the ground now, there should be when the fifteen millions have been sunk in it.

One of the petty subsidiary princes of the German Empire has just given up his right of succession to his duchy in order to marry a bride not of royal blood. It sounds rather grand, but who wouldn't prefer the woman he loved to a little fiddling even as dukedom that Emperor William may find means to wipe off the geographical slate any time his dinner happens to disagree with him, says an American contemporary.

Water Polo. A water polo match between teams representing the Garrison and Field Buttery, H.K.V.C., will be played at the V.R.C. Kowloon, on Monday next, the 1st July, at 5.45 p.m. sharp. The following are the teams:-
 Garrison (White Caps) - Goal, Gr. Josling, R.G.A.; backs, Gr. Snelgrove, R.G.A., Pte. Monk, R.W.F.; half-back, Gr. Morris, R.G.A.; forwards, Cpl. Morris, R.G.A. (Capt.), Pte. Gregory, R.W.F., Pte. Hoag, R. W. F.
 Field Buttery, H. K. V. C. (Red Caps) - Goal, Gr. Kenneth; backs, Gr. Lupton, Gr. Loureiro; half-back, Gr. A. E. Alves; forwards, Lt. Armstrong (Capt.), Gr. A. A. Alves, Gr. Miller.

Trade Prospects in Japan.

The *Kobe Chronicle* of the 11th inst. says: - There is a slight recovery in shares, but trade generally continues to mark time; the report in all directions being that there is nothing doing. So much is this the case that some firms must clearly be living on their capital in hope of better days.

banks continue to hold a very tight policy of course still furthering business, and credits are still not liberal. There are most gloomy predictions with regard to what will happen at the end of the current month. The foreign loan are, we believe, doing their best to prevent the contents of gold-mines being thrown suddenly upon the market, as this would cause a drop in prices that would materially injure general interests. Though the outlook is not very promising, there is hope that as the early crops are being reaped and have turned out well, there may be a gradual relaxation in the tension, especially if the later harvest should prove favourable. But, much of course, may happen before then.

Servant Registration at Bangkok.

The other day a Singapore paper announced the practical collapse of the servants' registration scheme in Bangkok. But it is too early to say that the unregistered 'boy' has triumphed (says the *Bangkok Times*); after all, the scheme has not been tried for a month yet, and it was not to be expected that success would be attained without a struggle. It is a fact, however, that the scheme is meeting a lot of opposition from the Chinese and Chinese little support from masters. But every master would prefer to have registered servants about whose record he can know something, and by and by the men who are registered will disappear, not only that they are no longer off, but that they can obtain employment in the best houses more easily than unregistered men can. That discovery, however, will take time, and what is wanted now is steady pressure on the part of employers, who ought to be able to look further ahead than the servants. At the present moment a good deal is to be hoped from the committee of the United Club, insisting on the Club servants' registration. Anyhow registration is still going on, and there is yet no intention of abandoning the scheme.

LOCAL AND GENERAL.

The Share Market. In their weekly share circular of this date, Messrs. Erich George and Co. say: - The business during the week under review has been fairly active, and for some stocks rates have rather erratically under the influence of the approaching settlement, which is expected to pass off very smoothly.

Hongkong Hotel.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this (Saturday) evening from 8 p.m. to 9.30 p.m.:-

Selection - 'The Shop Girl' ... Caryll Song ... 'Abide with me' ... Little Waltz ... 'Doctrines' ... Strauss Gavotte ... 'Zephyr' ... Ellenberg Selection - 'See My' ... Jones 'Moroccan Obligato' ... Suppe 'God Save the King'.

That National Holiday.

The following little skit appears in the *China Times*: -
 (Specially imported at enormous cost.)
 London, no date.

King Edward has given orders that his next birthday is to be celebrated on July 4, in recognition of American independence.

Day later.

The King says his birthday will be on the August bank holiday in each year. His Majesty is determined to have as many birthdays as he likes.

Later still.
 Her Majesty the Queen has decided to abolish birthdays. Her Majesty recommends the rest of the ladies of the empire to do the same. Her Majesty refuses to allow the King to make her 120 years old.

The Kipling Club.

It is interesting, says an American contemporary, to compare the American with the English sales of Mr. Kipling's books. Up to the close of 1900, 55,000 copies of 'The Jungle Book' had been disposed of in the author's native country, and 85,000 in the United States. Of 'The Second Jungle Book' (the sale there had been 38,000, and here 34,000). A still greater discrepancy is to be noted in the case of 'Captains Courageous,' of which the English market had absorbed only 27,000 copies and the American 57,000. But, there, this is an American story. It is estimated that the English sale of Kipling's works has aggregated 300,000. In this country the figures would doubtless be several times as large.

Assault with a Chopper.

Before Mr. Kemp, at the Police Court today, Chan Sing, married woman, was charged with unlawfully cutting and wounding another married woman named Ng Sze. The complainant's story was to the effect that, on the afternoon of Thursday, she went to her aunt's house on a visit. The defendant was in the room when she called and asked complainant what she wanted there. The defendant then accused the complainant of being a thief and they quarrelled. From words they came to blows, and finally defendant lost control of her temper, rushed to the kitchen, brought out a wood chopper and struck complainant a blow on the head with it. The complainant was insensible for a little, and when she recovered she called the police, and defendant was arrested. Prisoner was sent to goal for fourteen days with hard labour, and was bound over to keep the peace for a period of six months.

A Pawnshop Strike.

There are no pawnshops in Bangkok (says the *Bangkok Times*). A short time ago it had probably as many, in proportion to its population, as any town in the Far East, and now it has the great distinction of being entirely free of them. The Regulations which came into force on the 1st of April gave pawnbrokers two months in which to take out licences. Not a single licence has been issued, and pawnbroking is today an entirely illegal business in Bangkok. The former pawnbrokers have turned their shops into clothes stores, and such like, and, though no doubt, illicit pawnbroking is going on it is more with old women and opium and liquor-shops than with the former pawnshops. Many of the Chinese who were in the business, still cling to the belief that they can get the law abolished, but they will gradually realise that they are mistaken. When the regulations came into force men took the line that they were indispensable, particularly to the gambling houses, and therefore to the Government. But Sini is beginning to recognise that the closing of the pawnshops is likely to effect a higher reform in the condition of the people than was at first thought possible. Under the old regime every man had his master, under the new regime there are many masterless men who have not learned to work. Gambling and petty thieving have provided the means by which not a few people have lived, and the unlicensed pawnbroking was an incentive to theft. We have to-day a letter from a Siamese correspondent in which he states that there is already a considerable addition to the number of Siamese who may be seen working as coolies in Bangkok. That in any case is the result to be expected, and it is not that may effect a very big change in Siam. At the same time there is a faint glimmer of hope for a lawful pawnshop or two, and in all probability some one will start one soon.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE GERMAN NAVY.

South Sea Coal Station Required.

(By Special Arrangement with Der Ostasiatische Lloyd.)
 Berlin, June 28.

The German Naval Department proposes that a coaling station should be established in the South Seas.

The Colonial Office has therefore called for a report on the proposal from the Governor-General of New Guinea.

THE LEIPZIG BANK FAILURE.

Bank President Arrested.

The statement of affairs of the Leipziger Bank (whose failure was reported the other day) sets forth the liabilities at ninety-two million marks and the assets at one hundred and fifty million marks, but of the latter one hundred and eleven million marks are due by 'Sundry Debtors.'

Bank President Exner has been arrested.

PROPOSED RECALL OF WU TING-FANG.

His Probable Successor.
 (From Our Own Correspondent.)
 SHANGHAI, June 29.

It is stated that His Excellency Wu Ting-fang, Chinese Minister at Washington, will be recalled. Lord Li, son of Li Hung-chang, is spoken of as his successor.

[Wu Ting-fang is our old friend Mr. Choy, once a barrister-at-law in this Colony and appointed a Police Magistrate in Sir John Pope Hennessy's régime. He is married to a sister of the Hon. Dr. Ho Kai Sins, was the one who picked up the case. Witness ran after the sailors and they struck him. The police arrived on the scene, and Borrow was caught at the Clock Tower with the monkey in his possession. Corroborative evidence was given by another shop-coolie. Police Constable Riley said he heard a police whistle sounded in Des Voeux Road, near the Hongkong Hotel. He saw the first defendant, holding the monkey in the cage. The complainant was near him and showed blood marks. The complainant said the first defendant had stolen the monkey, and witness asked him to come to the Police Station. Defendant refused, and witness took him into custody. The second defendant then tried to rescue him. The first defendant broke away, and Sins struck Inspector McNab, who had arrived, and pushed him into the side channel. A seaman of the *Hermione*, called for the defence, said the constable was using Borrow roughly. A signman from the *Hermione* corroborated this statement. He said a dollar was offered for the monkey. The seamen, except Sins, all left the shop having failed to make a bargain. Sins joined them shortly after with the monkey to his hand. Borrow took the cage from Sins and walked on in front. When witness got to the clock tower Borrow was in custody. Borrow made a statement from which it appeared that he took the monkey from Sins under the impression that it had been paid for. Borrow was discharged, but Sins was sentenced to imprisonment for three weeks with hard labour. Sins was further charged with attempting to rescue Borrow from the custody of the police. Inspector McNab, who was the complainant, said Borrow was pointed out by the shop-coolies as the man who stole the monkey. The complainant told Borrow to come to the Station. Borrow, however, became violent, and Sins came up and seized the Inspector by the waist, threw him off and hustled him down the street for twenty yards. Other two seamen advised Borrow not to go to the Station. Borrow was rescued, but was re-captured, and, when D'Aguiar Street was reached, walked quietly up to the station. The others followed blaspheming and abusing the police. They were arrested when they got to the charge room. For this offence, Sins was fined \$25, on failing payment, he would suffer an additional three weeks' hard labour. The fine was paid. A. Bowyer and F. A. Creek, seamen were charged with behaving in a disorderly manner. The first defendant was fined \$5, which was paid, and the second defendant was discharged.

THE CORONATION OF KING EDWARD.
 King Edward has issued a proclamation announcing that the coronation of himself and consort will take place in June next.

CAPE COLONY - FURTHER FIGHTING.

Commandant Malan, with a large force, attacked Richmond on the twenty-fifth instant, the fighting lasting from dawn to dark. The enemy retired on the approach of British reinforcements.

The Yacht Race.

An American journal says: - Sir Thomas Lipton is a fine fellow, full of pluck, and deserves to win. All he needs is a new designer, new builder, new yacht, and an entirely different variety of luck.

Army Temperance Association.

The 2nd Royal Welch Fusilier section of the Army Temperance Association held its annual picnic on Thursday last, large numbers of both military and civilian friends being present. Starting from Murray Pier at 1.30 p.m. in beautiful weather, a splendid run brought all safely to Deep Water Bay. No time being lost by the working committee, sports were at once in full swing. Some very interesting and keenly contested events came off. Tea ready, all sat down and did justice to the good things provided. The whole party was then photographed by Yera, and valuable prizes were kindly presented to the winners by Mrs. J. F. Clive. This brought a very enjoyable day's outing to a close. It may be mentioned that the arrangements were excellently carried out by Messrs J. Morton (President) and F. Thompson (Secretary). The working committee of each department did their part to perfection. The ladies also gave a valuable helping hand in the arranging of tea, etc. Although slightly marred by a few passing showers, everyone confessed they had spent a very happy and enjoyable time. The string band of the regiment, under Sergt. Hunt, played to some good songs, and gave excellent music both to and from Deep Water Bay. We hope the A.T.A. will give another outing in the near future. - *Continued.*

SPRAINS! SPRAINS! SPRAINS!

If possible to treat the Sprain within an hour after it is received, or before inflammation has set in, bandage the parts with the handkerchief saturated with Chamberlain's Pain Balm; but after the parts have become inflamed and swollen, no bandage should be used, only a loose dry bandage of cotton cloth, and the parts bathed with Chamberlain's Pain Balm, without rubbing.

Price 50 Cts. and \$1.00.
 For sale by All Dealers, Vendors & Confectioners.

THE PLAGUE.

During the past twenty-four hours there were only four new cases of plague (3 Chinese, 1 other Asiatic) and two deaths (Chinese). The totals to date now are: - Cases, 1485 (Chinese, 1413; other Asiatics, 47; Europeans, 25); deaths, 1415 (Chinese, 1374; other Asiatics, 32; Europeans, 9). In 1899, there were 1486 cases and 1428 deaths; in 1894, 2670 cases, and 2485 deaths.

It is satisfactory to report that Mr. Wacker, who was recently removed from No. 26, Bellios Terrace to the Plague Hospital at Kennedytown, was discharged today. Mrs. Varcoe, of Wild-Dell, and Mrs. de Cruz, No. 11 Battery Street, Yau-mat, were also discharged, the disease having left them. Mrs. Willoughby, who has been in Hospital a considerable time, is improving steadily. Mrs. Brownhill and Mrs. Horner are both doing well, and it is expected that Mr. Mick will be able to take his discharge shortly.

SEAMEN OF H.M.S. 'HERMIONE' IN TROUBLE.

A Costly Monkey.

Mr. Hazard had three cases before him today, at the Magistrate's office, all of which arose out of a bit of 'monkeying' with a monkey, on the part of a number of the seamen belonging to H.M.S. *Hermione*. J. J. Borrow and W. A. Sins, seamen, were charged with stealing a monkey and wooden cage, valued \$3.18, from a bird shop in Cochrane Street. Both defendants pleaded 'not guilty,' and evidence was led. A coolie employed in the shop said that on the previous night, about 9.30, four or five blue-jackets came into the shop and wanted to buy a monkey. He told them the price was \$2.50, and they offered 50 cents. With Sins refused to accept so small an amount and the blue-jackets broke the cage. Witness then put the monkey into another cage and the blue-jackets picked it up and ran off with it without paying. The defendant Sins was the one who picked up the cage. Witness ran after the sailors and they struck him. The police arrived on the scene, and Borrow was caught at the Clock Tower with the monkey in his possession. Corroborative evidence was given by another shop-coolie. Police Constable Riley said he heard a police whistle sounded in Des Voeux Road, near the Hongkong Hotel. He saw the first defendant, holding the monkey in the cage. The complainant was near him and showed blood marks. The complainant said the first defendant had stolen the monkey, and witness asked him to come to the Police Station. Defendant refused, and witness took him into custody. The second defendant then tried to rescue him. The first defendant broke away, and Sins struck Inspector McNab, who had arrived, and pushed him into the side channel. A seaman of the *Hermione*, called for the defence, said the constable was using Borrow roughly. A signman from the *Hermione* corroborated this statement. He said a dollar was offered for the monkey. The seamen, except Sins, all left the shop having failed to make a bargain. Sins joined them shortly after with the monkey to his hand. Borrow took the cage from Sins and walked on in front. When witness got to the clock tower Borrow was in custody. Borrow made a statement from which it appeared that he took the monkey from Sins under the impression that it had been paid for. Borrow was discharged, but Sins was sentenced to imprisonment for three weeks with hard labour. Sins was further charged with attempting to rescue Borrow from the custody of the police. Inspector McNab, who was the complainant, said Borrow was pointed out by the shop-coolies as the man who stole the monkey. The complainant told Borrow to come to the Station. Borrow, however, became violent, and Sins came up and seized the Inspector by the waist, threw him off and hustled him down the street for twenty yards. Other two seamen advised Borrow not to go to the Station. Borrow was rescued, but was re-captured, and, when D'Aguiar Street was reached, walked quietly up to the station. The others followed blaspheming and abusing the police. They were arrested when they got to the charge room. For this offence, Sins was fined \$25, on failing payment, he would suffer an additional three weeks' hard labour. The fine was paid. A. Bowyer and F. A. Creek, seamen were charged with behaving in a disorderly manner. The first defendant was fined \$5, which was paid, and the second defendant was discharged.

FRENCH ENTERPRISE IN YUNNAN.

M. Doumer (says the *Strait Times*) is not allowing the gues to grow under his feet in regard to his past scheme for a railway from Lachau to Yunnan-Fu, and he has already secured the approval of the French Cabinet to the convention he has made with a syndicate of Paris bankers to build the line at a cost of 70,000,000 francs. This announcement will not be received with unalloyed delight in Yunnan, where the *Opinion* characterises the entire scheme as the work of a future seeking conquest in order to baton on the corpse of the victims. The same journal points out that the cost of construction of the line will greatly exceed the estimates; and, when completed, it cannot be commercially profitable, though strategically it will conduce to the annexation of Yunnan by France at the price of considerable blood. The annexation, in further contents, will be of benefit to a large of Chinese. M. Doumer, however, is not content with his railway, and our contemporary winds up by warning M. Doumer and his colleagues to a pack of vultures, as 'advertisers, hovering about in readiness to pounce upon the spoils of Yunnan. At present the greater part of the cost of support for the line that province is carried on through the open town of Mengtze, about 150 miles south of Yunnan-Fu or Yunnan-sen, as the French call the capital, and quite near the Tonkin border. In actual fact, Mengtze is distant from Yunnan-Fu eight easy stages for pack animals, over a cable laid sloping up to northwards. Its climate is excellent; but a day and half's journey to the south through Mengtze brings the traveller now into the low-lying and fertile valley of the Red River, at Mou-liao, whence there is direct communication with the sea. Goods are brought from Hongkong to Mou-liao on the Tonkin coast, and thence up the Red River in junk. Small steamers can reach Mou-liao on the Chinese frontier, and M. Doumer means to start his railway, but the navigation is so uncertain that ships prefer junks. The difficulties of navigating the Upper Red River, and the two days' mile transport from the river valley up on the plateau of Mengtze, are serious hindrances to the trade; yet Mengtze is the commercial key of the best districts of Yunnan, and the chief supply town of a district containing a population of about 2,500,000. Its trade has been increasing rapidly. It was valued at only \$500,000 in 1897. In 1899 it was valued at \$2,000,000; in 1899 it had jumped to over \$264,000, and last year it was probably well over a million. Withal, the town of Mengtze has neither large and regular exports, nor a large and regular import of goods. The Chinese merchants in Hongkong barter their yams and cottons against Yunnan tin and opium. There are three large warehouses at Mou-liao, whence the imports are forwarded on mules to Mengtze, whence, again, after passing the Customs, they are commonly sent on into the interior under trust pass on the day of their arrival. There are no banks in Mou-liao, and a town through which over \$200,000 sterling of Hongkong trade passes. It is a matter of great difficulty to change a cheque in Hongkong. The chief product is tin, and it exports monthly \$2,000,000 worth of that metal against foreign goods. The means of transport are extremely difficult, so that the expense of transport is small. When one figures that the exports of tin from Hongkong during 1899 were valued at \$2,200,000, with Mengtze - where one can find a cheap and regular export - the value of more than one-fifth of our total for the same period it will be realised that Yunnan very possibly poses some rich mines and resources that may render M. Doumer's railway a comparatively profitable well as a strategically important venture.

Prosperous Men Know the Value of Good Health.

Men who have been successful in life have learned that the greatest and most essential factor in the success of any undertaking is Health. This is true even in those whose pursuits call principally for mental vigour, for health is the basis of all mental activity. No one whose system is racked with pain, who feels tired and listless, who is weak, whose blood is thin, pale and watery, can expect to reach the same degree of success as if he were enjoying robust health, with his every organ properly nourished and performing its best function. Prosperous men realize this and are ever guarding their health. Those using Stearns' Wine of God Liver Oil had an excellent example of this. Under its use, every organ of the body is strengthened, the blood is enriched and purified and nutrition brought up to the highest point. Business men of all classes, who have tried it, consider it one of their necessities. As one well-known and successful business-man lately expressed it: 'Emphatically Stearns' Wine of God Liver Oil has no equal.' At all Chemists and Grocers from A. S. Watson & Co., Ltd., Hongkong.

Vessels Advertised as Loading

Penism, Papered loop..... 810/811
Allowance, Tails..... 812/813

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping mid-way between each shore are marked S, in conjunction with the figures denoting the sections.

Section.	From	To
1. From Green Island to the Gas Works.	1. From Naval Yard to Blue Buildings.	
2. From Gas Works to Jardine's Wharf.	2. From Blue Buildings to East Point.	
3. From Jardine's Wharf to the Harbour Office.	3. From East Point to North Point.	
4. From Harbour Master's to the Market.	4. From North Point to Kowloon Wharves.	
5. From the Market to Pedder's Wharf.	5. From Kowloon Wharves to Kowloon Wharf.	
6. From Pedder's Wharf to the Navy Yard.		

Vessel's Name.	Captain.	Flag and Rig.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.							
America Maru	c. G. G. G.	Japan str.	2436	June 27	Yokohama & Koba	Shanghai	July 1.
Aristea	c. G. G. G.	Japan str.	2436	June 27	Yokohama & Koba	Shanghai	July 1.
Australian	c. G. G. G.	British str.	1958	June 27	Yokohama & Koba	Shanghai	July 1.
Benalder	c. G. G. G.	British str.	1400	June 27	Yokohama & Koba	Shanghai	July 1.
Burnside	c. G. G. G.	British str.	1730	June 27	Yokohama & Koba	Shanghai	July 1.
Calcutta	c. G. G. G.	British str.	1241	June 27	Yokohama & Koba	Shanghai	July 1.
Chikang	c. G. G. G.	British str.	1113	June 27	Yokohama & Koba	Shanghai	July 1.
Chow Tai	c. G. G. G.	British str.	846	June 27	Yokohama & Koba	Shanghai	July 1.
Daiki Maru	c. G. G. G.	British str.	2384	June 27	Yokohama & Koba	Shanghai	July 1.
Devonshire	c. G. G. G.	British str.	1702	June 27	Yokohama & Koba	Shanghai	July 1.
Elisa	c. G. G. G.	British str.	979	June 27	Yokohama & Koba	Shanghai	July 1.
Feibing	c. G. G. G.	British str.	2476	June 27	Yokohama & Koba	Shanghai	July 1.
Flintshire	c. G. G. G.	British str.	1225	June 27	Yokohama & Koba	Shanghai	July 1.
Giangary	c. G. G. G.	British str.	1250	June 27	Yokohama & Koba	Shanghai	July 1.
Hansa	c. G. G. G.	British str.	1751	June 27	Yokohama & Koba	Shanghai	July 1.
Iris	c. G. G. G.	British str.	623	June 27	Yokohama & Koba	Shanghai	July 1.
Jacob	c. G. G. G.	British str.	1150	June 27	Yokohama & Koba	Shanghai	July 1.
Kashing	c. G. G. G.	British str.	1115	June 27	Yokohama & Koba	Shanghai	July 1.
Kong-wai	c. G. G. G.	British str.	1241	June 27	Yokohama & Koba	Shanghai	July 1.
Kiung	c. G. G. G.	British str.	1281	June 27	Yokohama & Koba	Shanghai	July 1.
Koh-si-chang	c. G. G. G.	British str.	1293	June 27	Yokohama & Koba	Shanghai	July 1.
Kwelin	c. G. G. G.	British str.	989	June 27	Yokohama & Koba	Shanghai	July 1.
Lokang	c. G. G. G.	British str.	1237	June 27	Yokohama & Koba	Shanghai	July 1.
Loongmoon	c. G. G. G.	British str.	2476	June 27	Yokohama & Koba	Shanghai	July 1.
Loyal	c. G. G. G.	British str.	1237	June 27	Yokohama & Koba	Shanghai	July 1.
Malacca	c. G. G. G.	British str.	2705	June 27	Yokohama & Koba	Shanghai	July 1.
Mara Koli	c. G. G. G.	British str.	164	June 27	Yokohama & Koba	Shanghai	July 1.
Mausang	c. G. G. G.	British str.	47	June 27	Yokohama & Koba	Shanghai	July 1.
Munchon	c. G. G. G.	British str.	11	June 27	Yokohama & Koba	Shanghai	July 1.
Nanshan	c. G. G. G.	British str.	2476	June 27	Yokohama & Koba	Shanghai	July 1.
Nurnberg	c. G. G. G.	British str.	2004	June 27	Yokohama & Koba	Shanghai	July 1.
Oak Branch	c. G. G. G.	British str.	1551	June 27	Yokohama & Koba	Shanghai	July 1.
Oli	c. G. G. G.	British str.	1011	June 27	Yokohama & Koba	Shanghai	July 1.
Pha Chon Kio	c. G. G. G.	British str.	1834	June 27	Yokohama & Koba	Shanghai	July 1.
Queen Adelaide	c. G. G. G.	British str.	655	June 27	Yokohama & Koba	Shanghai	July 1.
Sabine Rickmers	c. G. G. G.	British str.	1418	June 27	Yokohama & Koba	Shanghai	July 1.
Silesia	c. G. G. G.	British str.	1818	June 27	Yokohama & Koba	Shanghai	July 1.
Simongau	c. G. G. G.	British str.	165	June 27	Yokohama & Koba	Shanghai	July 1.
Tai	c. G. G. G.	British str.	828	June 27	Yokohama & Koba	Shanghai	July 1.
Tai Lee	c. G. G. G.	British str.	1379	June 27	Yokohama & Koba	Shanghai	July 1.
Tai Shue	c. G. G. G.	British str.	872	June 27	Yokohama & Koba	Shanghai	July 1.
Tai Sui	c. G. G. G.	British str.	1418	June 27	Yokohama & Koba	Shanghai	July 1.
Taiwan	c. G. G. G.	British str.	1115	June 27	Yokohama & Koba	Shanghai	July 1.
Wongkoi	c. G. G. G.	British str.	1115	June 27	Yokohama & Koba	Shanghai	July 1.
Sailing Vessels.							
Culeste Hurler	c. G. G. G.	British str.	1764	May 10	Order	Swatow & Foochow	June 20.
Hillwood	c. G. G. G.	British str.	1711	May 10	Order	Swatow & Foochow	June 20.
Marchal de Villars	c. G. G. G.	British str.	1711	May 10	Order	Swatow & Foochow	June 20.
Soo Witz	c. G. G. G.	British str.	1172	May 10	Order	Swatow & Foochow	June 20.
Sossex	c. G. G. G.	British str.	1212	May 10	Order	Swatow & Foochow	June 20.

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Hongkong, September 6, 1900. 1850

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Hongkong, December 18, 1900. 2639

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Madar & Farmer,
Proprietors.
Hongkong, May 1, 1899. 1787

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Advertisements and additions to Advertisements on Pages 1 and 4, should be sent to this Office not later than 10 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID.

CHINA MAIL Office, Dec. 1900.

THE

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

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TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 10 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & Co.,

General Managers.

Hongkong, April 2, 1901.

KANG O.

CONTRACTOR.

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MARCELO DE VILLAS, French harque, Capt. Baival. E. A. T. Co., Ltd.

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PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

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LONDON, &c., Chosen, C. L. DANIEL, Noon, 6th July.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 27, 1901.

THE OSAKA SHOSHEN KAISHA, LD.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship DAIGI MARU, Captain K. SUGAWARA, will be despatched for the above Ports on SUNDAY, the 30th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 24, 1901. 1317

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

LOWTHEL CASTLE, About 2nd July.

HEATHBURN, About 1st Aug.

SATSUMA, Colling at MANILA.

For Freight and further information Apply to DODWELL & CO., LTD., Agents.

Hongkong, June 26, 1901. 1233

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, July 4, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, July 30, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, August 24, at Noon.

THE Twin-Screw S. S. AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 4th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

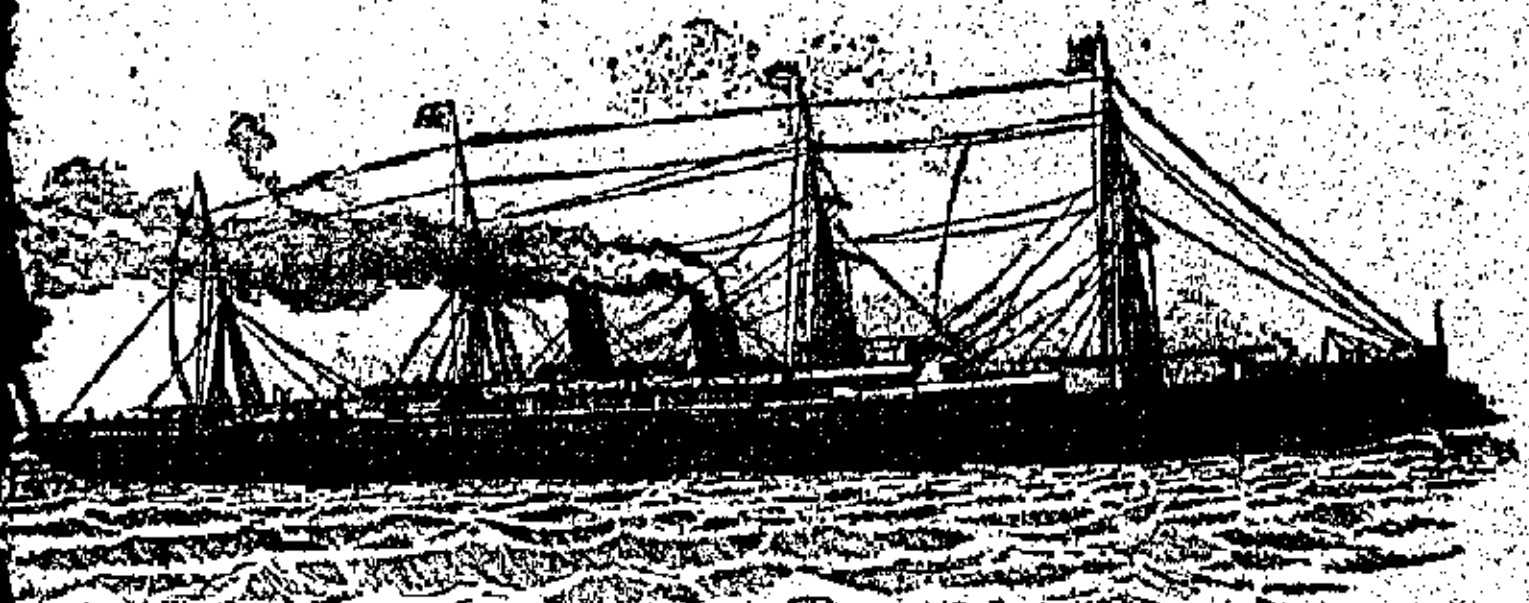
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination "the choice of direct lines."

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.KING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

OF PEKING	OF PEKING	OF PEKING
...
...
...

THE P. M. Company's Steamship CITY OF PEKING will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 13th July, at Noon, taking mail for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at Yokohama, Kobe, and other ports in Japan, and Germany by all trans-Pacific routes. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to Europe and America by all trans-Pacific routes. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to Europe and America by all trans-Pacific routes.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of the regular fare.

In addition to the regular land route, Cities in United States have, through the Pacific Mail Steamship Company, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) in Europe and America, and other parts of the world, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Officers in the service of the United States and Japan.

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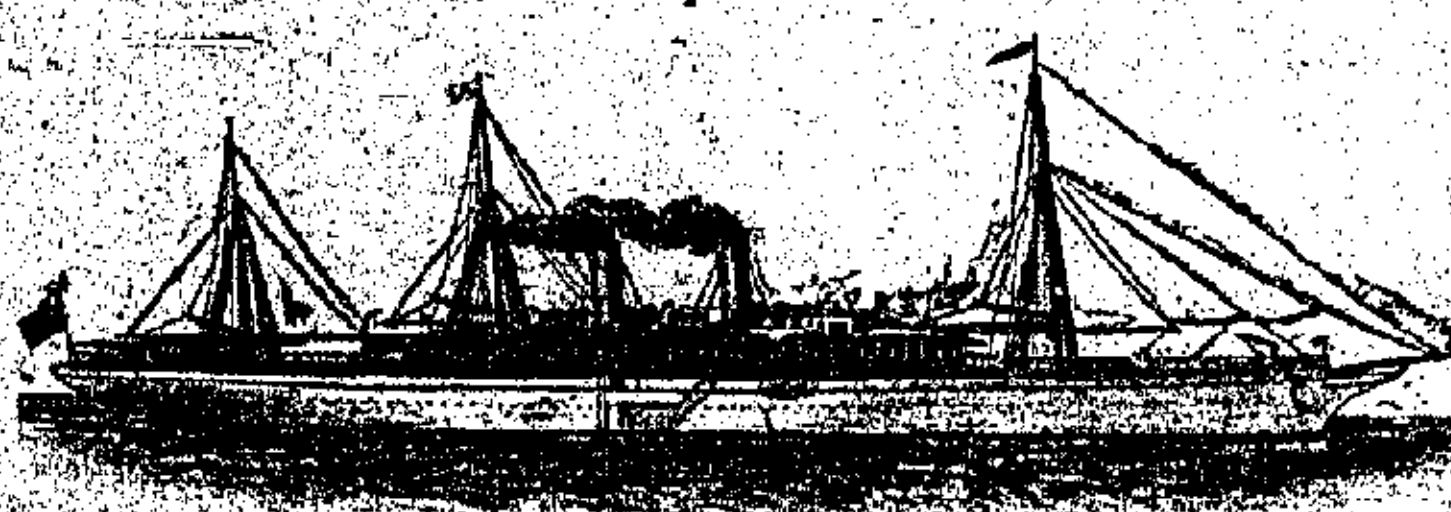
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Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY - SPEED - PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
(Subject to Alteration.)

PROPOSED SAILINGS FROM HONGKONG.
EMERSON OF JAPAN, Comdr. H. T. PETER, R.N.R. WEDNESDAY, 17th July 1901
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EMERSON OF JAPAN, Comdr. H. T. PETER, R.N.R. WEDNESDAY, 17th July 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED, TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New-York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.
The Company's Extra Steamers "ATHENIAN" and "TARTAR" have been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:
"ATHENIAN" 4th July 1901
"TARTAR" 11th July 1901
(Calling at MOI, KOBE and YOKOHAMA)

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Notes of Freight and Passage, apply to
D. E. BROWN, General Agent,
PEDDER STREET. 1112

Hongkong, June 28, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Queen Adelaide	2832	F. McNeill	July 5
Albatross	2837	J. Trubridge	July 16
Glenora	3750	W. Fries	July 28

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN STATES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental lines daily from Tacoma. Direct car is attached to trans-continental trains day and night, TACOMA to NEW YORK in 41 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, £35.
The best route to the KODAK GLEN FALLS. Frequent sailings from VICTORIA, TACOMA to DYKE and St. Michael.

Routes of Passage to other points on application.
Special rates allowed to members of Government Service.
For further information as to Passage or Freight, apply to
Dodwell & Co., Limited, General Agents.
Hongkong, June 27, 1901.

OCEAN STEAMSHIP COMPANY

OUTWARDS.
FROM
GLASGOW AND LIVERPOOL 30th June
GLASGOW AND LIVERPOOL 18th July
GLASGOW AND LIVERPOOL 29th July
GLASGOW AND LIVERPOOL 10th August
GLASGOW AND LIVERPOOL 21st August
GLASGOW AND LIVERPOOL 1st September

HOMEWARDS.
TO
LONDON 14th July
LIVERPOOL Direct 15th July
(Lying Cargo at London Rates)
LONDON 23rd July
LONDON 3rd August
LONDON 13th August

For Freight, apply to
HONGKONG, June 27, 1901. BUTTERFIELD & SWIRE,
Agents, C. S. S. Co.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
KAWACHI MARU	Kobe & Yokohama	FRIDAY, 4th July, at Daylight
IZUMI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 p.m.
YAKUSA MARU	MAKESBURY, LONDON	FRIDAY, 12th July, at Daylight
HIROSHIMA MARU	MOI, KOBE & YOKOHAMA	TUESDAY, 16th July, at Noon
BINGO MARU	Kobe & Yokohama	FRIDAY, 19th July, at Daylight

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamships.

For further information as to Freight, Passage, Sailings, Etc., apply to the Company's local Branch Office at Prince's Building, 1st Floor, Center Road.

A. S. Mihara, Manager.
Hongkong, June 28, 1901.

HONGKONG MARKET PRICES.

Corrected to Friday, June 28, 1901.
At 1,000 Cashes, Dollar Mexican.

PRICE	CHINESE NAMES
High, Low, Cash, Cash	

Butcher Meat.

Beef, loin & prime cut	150
" Corned	140
" Roast	130
" Soup	120
" Steak	150
" Sausages	160 140

Bullock's Brains.

" Tongue fresh	500
" " corned	550
" Head	600
" Heart	100 80
" Hump, Salt	130
" Feet	70 60
" Kidneys	70
" Tail	150
" Liver	120
" Tripe (undressed)	70 60

Calves' Head and Feet.

" Mutton Chop	120
" Leg	280
" Shoulder	220
" Pig's Chidlings	70 50
" Feet	110 80
" Fry	100 80
" Head	100 80
" Heart	100 80
" Kidneys	120 100
" Liver	120 100

Pork Chop.

" Corned	170 150
" Leg	180 160
" Fat or Lard	180 160
" Sheep's Head and Feet	500 450
" Heart	100 90
" Kidneys	100 90
" Liver	120 100

Sucking Pigs.

" To Order catty	350 300
" Suet, Beef	110 150
" Mutton	240
" Veal	130 140
" Sausages	250 150

Poultry.

Chicken	320
Capon, Large, Small	400 340
Ducks	250
Doves	400
Eggs, Hen	per 100 \$1.10
Kovis, Canton	380
" Hainan	320
Gansu	240
Geese, Wild Sh' ai	pair 8
Musk Deer	each 8
Hare	each 8
Pheasants, Canton	240
" Hoilow	220
Quail	each 250
Rice Birds	dozen
Swine	each
Turkeys, Cock	catty 750
" Hen	500
Wild Ducks	pair 8
Tea	each

Fish.

Barbel	catty 450
Bream	120
Canton Fresh Water Fish	catty 130
Crab	150
Calfish	70
Codfish	220
Crayfish	200
Cuttle Fish	120
Dab	110 100
Dog Fish	140
Eels, Congor	240
" Fresh water	240
Eels, Yellow	360
Fresh Fish, Large	120
" Small	280
Grouper	140
Gudgeon	110
Herring	140
Halibut	160
Lobster	160 140
Loach	240
Monk Fish	180
Mullet	120
Oysters	120
Parrotfish	140
Punch	110
Pike	180
Flounder	180

Seafood.

Barbel	catty 450
Bream	120
Canton Fresh Water Fish	catty 130
Crab	150
Calfish	70
Codfish	220
Crayfish	200
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Dab	110 100
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Oysters	120
Parrotfish	140
Punch	110
Pike	180
Flounder	180

Poultry.

cons. Canton, ...	240	—	白饅
Hoihow, ...	220	—	海口

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	L.H.P.	Captain.	Last reported
Aurora	dispatch vessel	1700	—	3000	Comdr. C. G. F. M. Craddock	Weihaiwei
Algerine	aloop	1050	6	1400	Commander R. E. Hunt	Hankow
Arctothusa	cruiser, 2nd class	1800	10	6000	Captain J. Starin	Amoy
Argonaut	cruiser, 1st class	1400	16	4000	Comdr. H. Murray	Weihaiwei
Atlanta	cruiser, 2nd class	4360	10	9000	Captain J. W. Paget, C.M.G.	Weihaiwei
Aurora	armoured cruiser, 1st class	6600	12	8500	Captain E. H. Bagley, C.B.	Shanghai
Barfleur	battleship, 1st class	10,500	14	18,000	Captain O. T. Warrender	Weihaiwei
Blenheim	cruiser, 1st class	9000	—	—	Captain F. H. Houdonstun	Nanking
Bramble	gunboat, 1st class	710	6	1200	Lieut.-Com. F. M. Leslie	Wuhu
Bremer	cruiser, 2nd class	1770	6	3500	Com. Sir Boucher R. S. Wrey	Hankow
Burnham	gunboat	716	6	1300	Comdr. Baird	Weihaiwei
Centurion	battleship, 1st class	10,500	14	18,000	Captain J. R. Jellicoe, C.B.	Nagasaki
Daphne	aloop	1140	6	3000	Comd. C. W. Wimmington-Mugger	Hongkong
Didon	cruiser, 1st class	3600	11	6000	Lieut.-Com. F. H. Tildard	Hongkong
Dreadnought	g.-bl. 2nd class coast defence	368	3	200	Captain W. A. Paget	Weihaiwei
E.-K.	torpedo boat destroyer	880	6	6700	Lieut.-Com. W. F. Blunt	Hongkong
Erasmus	gunboat, 2nd class	456	4	360	Captain Fred. S. Ingelheild	Canton
Exeter	battleship, 1st class	12,500	16	15,500	Captain Lewis Watts	Shanghai
Gloria	battleship, 1st class	12,500	16	15,500	Lieut.-Com. G. H. Holden	Nanking
Gothland	torpedo boat destroyer	276	6	4900	Lieut. Com. J. G. Armstrong	Kiuking
Hart	torpedo boat destroyer	275	6	4000	Captain R. S. D. Gunn	Wosung
Hermione	cruiser, 2nd class	4380	10	9000	Captain R. S. D. Gunn	Hongkong
Humber	storeship	1940	—	300	Comdr. H. J. Davidson	Shanghai
Idis	cruiser, 2nd class	2640	11	6900	Captain G. M. Henderson	Weihaiwei
Idis	torpedo boat destroyer	6800	—	8000	Lieut. Com. John C. Watson	Hongkong
Idis	gunboat, 1st class	715	6	1000	Captain John G. M. Field	Singapore
Idis	cruiser, 2nd class	2950	6	9000	Com. A. C. Howe, C.D.	Weihaiwei
Idis	battleship, 1st class	12,500	16	15,500	Lieut. Com. F. T. Parker, C.B.	Wosung
Idis	armoured cruiser, 1st class	6600	12	8500	Lt. Com. C. P. Mansel	Weihaiwei
Idis	torpedo boat destroyer	880	6	4800	Commander R. G. Fraser	Weihaiwei
Idis	aloop	1015	6	1400	Comdr. Oldham	Hongkong
Idis	gunboat, 1st class	755	6	720	Capt. Harry C. Reynolds	Chingking
Idis	cruiser, 2nd class	3600	8	1900	Lieut. Com. V. de M. Gouper	Shanghai
Idis	gunboat, 1st class	755	6	720	Lt. Com. Howarth Smith	—
Idis	river gunboat	85	2	240	Lieut.-Com. G. G. Webster	Canton
Idis	aloop	980	6	1410	Comdr. C. A. W. Hamilton	Hongkong
Idis	river gunboat	85	2	240	Lieut.-Com. H. O. Carr	Wachow
Idis	river gunboat	85	2	240	—	—
Idis	gun-vessel, 2nd class	755	6	6500	Lt.-Com. C. F. Pasty-Pownall	Hongkong
Idis	torpedo boat destroyer	240	6	6500	Captain F. G. Stuford	Shanghai
Idis	cruiser, 2nd class	5000	11	3600	Comdr. Francis Power, C.B.	Hongkong
Idis	receiving ship	4650	6	—	Captain Percy Scott, C. B.	Weihaiwei
Idis	cruiser, 1st class	14,200	14	25,000	—	Hongkong
Idis	coast defence gunboat	2320	—	7500	Lieut. C. F. M. Noel	Hongkong
Idis	cruiser, 2nd class	2975	8	7500	Capt. Gen. W. O. Ljane	Batou
Idis	receiving ship	420	—	450	Lt. Com. C. Muckenzie, D.S.O.	—
Idis	torpedo boat destroyer	360	6	5000	—	Hongkong
Idis	coast defence ship, armoured	2750	4	1600	Lieut.-Com. H. D. S. Watson	Hongkong
Idis	river gunboat	150	2	450	Lieut.-Com. B. E. Hildon	Shanghai
Idis	river gunboat	150	2	560	—	—

* Flag of Admiral Sir D. H. Seymour, G.C.B., Commander-in-Chief
 * Flag of Rear-Admiral Sir J. A. B. Bruce, K.C.M.G.

* Flag of Vice-Admiral Sir C. Bridge.

Name.	Flag and Description.	Tonn.	Guns.	H.P.	Captain.	Last report.
Aspern	Austrian cruiser	976	—	—	Capt. William Weber	Nagasaki
Kaiserin Elisabeth	Austrian cruiser	4603	—	—	Capt. Muller von Ellsenau	Saigon
Leopold	Austrian cruiser	1600	—	—	Capt. Muller	Nagasaki
Maria Theresa	Austrian cruiser	3900	30	10,000	Captain Couschek	Nagasaki
Zenta	Austrian cruiser	2300	—	—	Captain Kain	Nagasaki
Alouette	French gunboat	800	—	—	Lieut. A. Delloy	Nagasaki
Amiral Charner	French cruiser	4760	—	—	Capt. Bachme	Saigon
Aspid	French gunboat	475	3	460	Commander Journef	Shanghai
Bengali	French gunboat	580	—	—	Lieut. Fille	Woonung
Bugand	French cruiser	4000	19	9000	Capt. Lefevre	Canton
Chasseloup Laubat	French cruiser	3800	—	—	Capt. De Epigny St. Luc	Saigon
Cometo	French gunboat	425	—	—	Commander Louel	Taku
Decade	French gunboat	590	—	—	Commander Leamy	Nagasaki
Decastre	French cruiser	4000	14	8500	Capt. de Saune	Saigon
Eclairneur	French cruiser	1665	8	2050	Capt. Texier	Taku
Elant	French cruiser	3735	—	—	Captain Adam	Nagasaki
Gulchen	French battleship	3250	6	2200	Captain Fern	Saigon
Kersaint	French gunboat	1000	—	—	Capt. de la Motte du Portail	Taku
Lion	French gunboat	476	—	—	Capt. Frost	Shanghai
Pascal	French cruiser	3988	19	8500	Captain Motet	Nagasaki
Redoubtable	French cruiser	9437	8	5071	Captain Neny	Saigon
Vier	French cruiser	1800	—	—	Capt. Vincent	Nagasaki
Surprise	French gunboat	629	2	900	Captain Moruet	Yokohama
Vauban	French cruiser	—	—	—	Captain Blouet	Saigon
Viper	French gunboat	400	—	—	Comdr. Villeneuve	Woonung
Bussard	German cruiser	1000	8	—	Comdr. von Bassewitz	Nagasaki
Furst Bismarck	German flagship	11,000	30	—	Captain Graf Choltitz	Shanghai
Golfen	German cruiser	4109	10	9000	Captain Brotow	Amoy
Gaist	German cruiser	1600	8	—	Comdr. Baure	Amoy
Hartha	German cruiser	4000	10	—	Capt. von Uedem	Shanghai
Ille	German gunboat	6000	—	—	Lieut. Commander Schamer	Tientsin
Irene	German cruiser	4200	8	2350	Captain Stein	Hongkong
Jaguar	German gunboat	900	10	—	Comdr. Berger	Nagasaki
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Gulch	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Deedhandt	Shanghai
Schwabe	German cruiser	1150	8	—	Comdr. Boemer	Tientsin
Sandler	German gunboat	1000	10	—	Comdr. Schack	Shanghai
Tiger	German gunboat	—	—	—	Comdr. von Mittelstadt	Shanghai
Vorwaerts	German gunboat	—	—	—	—	Shanghai
Elba	Italian cruiser	2772	12	6500	Captain Casella	Nagasaki
Vianenosa	Italian cruiser	—	—	—	Captain Gagliardi	Shanghai
Stromboli	Italian cruiser	3659	—	—	Captain Cecconi	Shanghai
Vettor Pisani	Italian flagship	3700	—	—	Captain De Filippi C. Onofrio	Shanghai
Vesuvio	Italian cruiser	1500	14	—	Captain Zezi	Shanghai
Zaire	Portuguese gunboat	600	—	—	Captain Melo	Shanghai
Admiral Korniloff	Russian cruiser	5600	16	1000	Captain Jakovlev	Nagasaki
Admiral Nachimoff	Russian cruiser	9000	—	—	Captain Voinovskiy	Nagasaki
Albatros	Russian gunboat	810	2	750	Captain Eliskiy	Nagasaki
Albatros	Russian ship	950	2	1150	Captain Dolobrovskiy	Nagasaki
Dmitry Donskoy	Russian cruiser	6000	16	—	Capt. Shoron	Nagasaki
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennik	Nagasaki
Grafskiy	Russian gunboat	1450	2	2000	Capt. Mikhailevskiy	Nagasaki
Korsets	Russian ship	1200	9	2150	Captain Silman	Nagasaki
Mandjour	Russian ship	1900	5	1400	Commander Kacheld	Nagasaki
Naryn	Russian ship	10,000	4	—	Captain Yenish	Nagasaki
Ostrovny	Russian gunboat	1400	12	2000	Captain Jensen	Nagasaki
Petrovskiy	Russian battleship	12,600	—	—	Captain Jensen	Nagasaki
Poltava	Russian battleship	11,000	—	—	Captain Jensen	Nagasaki
Rossia	Russian cruiser	12,200	28	—	Captain Orskoff	Nagasaki
Rurik	Russian cruiser	2323	10	—	Captain Demojoff	Nagasaki
Savastopol	Russian battleship	10,288	26	12,250	Capt. Harpt	Nagasaki
Silach	Russian battleship	10,800	—	—	Capt. Maletsky	Nagasaki
Sisot Veliky	Russian gunboat	860	2	1125	Captain Tashch	Nagasaki
Sivochik	Russian gunboat	10,000	14	6500	Captain M. G. G. Colly	Nagasaki
Vladimir Monomakh	Russian gunboat	850	2	1125	Captain Soultan	Nagasaki
Vozzhik	Russian gunboat	6000	16	5000	Captain Trine Onchitskiy	Nagasaki
Zabiyak	Russian gunboat	500	11	3500	Capt. Rocula	Nagasaki
Zabiyak	Russian cruiser	1230	6	1194	Comdr. Shkruff	Nagasaki
Albany	U. S. cruiser	3500	—	—	Capt. J. E. Craig	Manila
Bennington	U. S. cruiser	1740	8	3438	Commander C. H. Arnold	Shanghai
Buffalo	U. S. gunboat	9000	—	—	Captain C. Hutchins	Taku
Calico	U. S. gunboat	208	1	255	Lieut. C. B. Bradshaw	Manila
Cassin	U. S. gunboat	1177	8	2199	Commander C. G. Rowan	Amoy
Catoctin	U. S. gunboat	1179	6	2405	Commander H. G. O. Colly	Amoy
Don Juan de Austria	U. S. gunboat	1169	—	—	Captain W. T. McLean	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut. Comdr. C. E. Fox	Manila
Holmes	U. S. gunboat	1332	8	1848	Comdr. E. K. Moore	Shanghai
Isla de Luzon	U. S. gunboat	1630	—	—	Comdr. J. V. E. Becker	Manila
Kontucky	U. S. battleship	13,560	—	—	Captain Chester	Nagasaki
Manila	U. S. gunboat	1900	2	760	Comdr. T. H. Stevens	Manila
Macdonough	U. S. monitor	5990	6	2000	Captain O. W. Peaseholt	Shanghai
Monocacy	U. S. gunboat	1370	6	650	Comdr. F. M. Wise	Shanghai
Monterey	U. S. monitor	4384	4	5244	Comdr. G. W. Fignar	Shanghai
Nashville	U. S. cruiser	1371	—	—	Commander Milne	Shanghai
New Orleans	U. S. cruiser	4140	—	—	Lieut. Comdr. Perry	Manila
Oregon	U. S. 1st class batt. ship	10,238	16	11,111	Captain F. W. Dickson	Shanghai
Osage	U. S. gunboat	892	4	1095	Comdr. C. W. Cizavall	Shanghai
Peru	U. S. gunboat	6	800	—	Commander Harry Knox	Shanghai
Princeton	U. S. gunboat	1000	6	1681	Comdr. W. T. Burvel	Shanghai
Wheeling	U. S. gunboat	1807	8	1894	Comdr. G. O. Allitons	Shanghai
Williamston	U. S. gunboat	1710	6	1801	Comdr. J. S. Perry	Shanghai
Yorktown	U. S. cruiser	5179	10	3800	Captain S. Schroeder	Shanghai

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